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# TOBACCO

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## TO BE CONSOLIDATED

C., H. & D. and Monon Ticket Offices to Be Under One Head.

District Passenger Agent Baldwin, of the Latter Road, to Have Charge -General Managers.

The Cincinnati, Hamilton & Dayton and the Monon will, on Feb. 1, consolidate their outside ticket offices. On that date Harry Rhein will retire and the business of both roads will be looked after by I. D. Baldwin, now district passenger agent of the Monon. On the first of the month the C., H. & D. telegraph operator and office boy will be missed. Mr. Rhein has been with the C., H. & D. for some years, before coming here being in the company's service at Detroit. By his gentlemanly manner and correct methods of doing business he has made many friends who will regret that through the retrenchment policy of the C .. H. & D. he is now to lose his position. It is stated that steps will soon be taken to establish a joint freight office of the C., H. & D. and the Monon on or near Washington street, that business men can more readily reach the offices of the C., H. & D. to transact business, I. D. Baldwin, who is to represent both roads (passenger departments), is a choice which could hardly be improved on. At the request of General Passenger Agent Reed, of the Monon, he has, within the last two weeks, declined to accept positions where the salary attached was more than he receives on the Monon. His additional duties will make him one of the busiest passenger men in this territory. Charles Adams, city ticket agent of the C., H. & D., will be continued in the employ of the joint service.

Receivers and Directors at Outs. Owing to disagreements between the receivers of the Northern Pacific railroad and board of directors, the latter has formally announced to the New York Stock Exchange that no further transfer of stock will be made. The immediate reason for this decision is understood to be the resignation of the auditor, secretary and treasurer of the company. The receivers denounce the decision of the board as arbitrary and unnecessary, and offer to place the stock books, as heretofore, at the service of the board. In reference to this action Brayton Ives, president of the Northern Pacific Railroad Company, has addressed a letter to the receivers of that company, which reads in part as follows:

"The transfer of stocks and bonds was stopped, not simply because you retained possession of the stock books, stock trans-er books and corporate seal, but because you forced the resignation of the secretary, treasurer and auditor of the company, who were also serving the receivers in similar capacities, by notifying them that they could not serve both the receivers and the company. Inasmuch as you control all the company's funds, the directors have had none with which to pay these officers, and It is not strange that they decide to accept your ultimatum and remain in your employ. This action was taken without notice to the company, and we found ourselves suddenly deprived, through no fault of our own, of the services of officers, without whose signatures it is absolutely impossible to make transfers.
"Aside from the difficulty of securing

competent persons to full these vacancies at short notice, we had no money for salaries, even if men could nave been found. Therefore, there seemed to be no other alternative than to apply to the court for the custody of the books and for money with which to conduct the business of the company. This has been done. Meanwhile, officers of the stock exchange have represented to me that much trouble is likely to result from this action of yours, and I have told them that if you would assent in good faith to the appointment of the former secretary, treasurer and auditor, and they should agree to serve the comboard of directors and endeavor to have them reappointed. I now make the same statement to you, and add my belief that the board will take the action indicated,"

A Useful Organization. In 1886, at Indianapolis, Chicago and many other points where a number of roads centered, the general managers formed associations, but there was no system or plan of operations. In a few months they withered and only occasionally did the members get together. The meeting of general managers of Indianapolis lines held here last week was the first in eighteen months. At Chicago the association, which has been a tame affair until recently, has been revived, and the general managers of twenty-three of the Chicago roads are members of the organization. All the roads are represented and what the association proposes to do is mapped out. One of the important committees appointed will have referred to it all applications for increased pay, changes in schedules or rules, and upon their judgment, in a large measure, the association will act. The value of such committees is apparent, not only to the roads, but to the employes as well, as the system tends to uniform wage schedules, thus disposing of one of the most fertile causes of complaint among the employes, placing all on equal footing for similar service. This special committee endeavors to recognize all legitimate requests, and to grant them so far as seems to be warranted by the conditions when it can be done without detriment to the general or individual interest of either party, and it is expected that its success in the future will be due to the impartiality and desire to do justice to employes as well as the railroad companies. Another committee is empowered to make all necessary arrangements for the securing of labor to meet any particular case, and to take charge of the interests of members in time of trouble. A select committee is called upon only in extremities, when all efforts on the part of the Individual members have failed in adjusting differences and a labor disturbance is imminent or is actually precipitated. These committees are compos of men of the highest executive ability, and are given unlimited authority, backed by the entire financial, moral and physical resources of the association.

### Local Passenger Associations.

An important decision was made yesterday by the chairman of the Western Passenger Association in regard to local passenger associations throughout the territory. It will have the effect of giving them a fresh lease of life. The existence of some of them was threatened by the proposed withdrawal of a number of their members. The decision is to the effect that membership in the local associations is not optional with members of the general association. All association roads are bound by the terms of the general agreement to observe the requirements of local agreements and to be members of local associations. The fact that roads not members of the general association may be members of the local does not in any way change the obligations of association members to the locals, neither does the fact that some of the locals are mentioned in the general agreement and others are not. Support of all locals organized under the terms of the general agreement is incumbent upon all association members.

### Fruitless Conference.

A conference was held at Chicago, yesterday, between the transcontinental lines and the Eastern committee of the Western Passenger Association, for the purpose of securing the consent of the Western roads to the agreement arrived at among the transcontinental roads themselves he which the Canadian Pacific was to have a differential of \$7.50, first-class, and \$5, secondclass, on business taking the water route from Victoria to San Francisco. The transcontinental lines not only asked the Western roads to ratify the arrangement, but to make rates of \$55, first class, and \$47.50, second-class from Chicago to San Francisvia St. Paul and Victoria, rates from | safe, sure and cheap. Any druggist will get St. Paul to be \$50. first class and \$35, see- it for you if you ask him.

ond class. This would only allow the Western roads \$5 from Chicago to St. Paul on first-class through business, local rates being \$12.50. The Western roads at once inquired what divisions they would receive on such business, and were told that that would be a matter for subsequent agreement. They could not see the force of the argument and the conference broke up. It will be resumed to-day when the Western roads will be expected to say what they will do. Subsequent to the general conference the Western roads had a meeting of their own at which it was agreed that they should ask the transcontinental roads to name rates from the South and the Missouri river to Pacific coast points out of which they could construct through rates by adding their locals. The sense of the meeting also seemed to be that the Canadian Pacific should not be allowed any higher differentials than \$5, first-class and \$2.50, second-class.

Personal, Local and General Notes. H. D. Hunter, general manager of the Eric fast freight lines, will be in the city

On all lines where the travel is light the Pullman company is reducing its force of employes.

H. C. Holabird, general Western agent of the passenger department of the Erie, will be in the city to-day.

R. D. Carpenter, commissioner of the associated railways of Virginia and the Carolinas will retire on Feb. 1 and be succeeded by W. H. Fitzgerald. The new shops of the Big Four at Belle-fontaine, will be opened for business Feb. 1. They are very complete in every respect and cost \$250,000.

J. H. Milliken, representing the passen-ger department of the Louisville & Nashville, was in the city yesterday looking after Mitchell-Corbett business. George B. Warfel, assistant general pas senger agent of the Baltimore & Ohio, and

W. P. Townsend, traveling passenger agent, were in the city yesterday on official busi-Officials of the Pennsylvania lines express themselves as much better pleased with the outlook than they were two weeks ago,

and are confident that the rate situation is Taking effect Jan. 20, Thomas Deane, trainmaster of the Chicago & Alton, assumes other duties with the company, and the portion of road under him will be looked after by L. H. Nolan, his territory having

been extended. W. R. Woodard, formerly general super-intendent of the Monon, has been appointed general manager of the Toronto, Hamilton & Buffalo, vice James N. Young, resigned Mr. Woodard's headquarters will be at

W. L. Allen, assistant general manager of the Chicago & Rock Island, who has been for several months so ill as to unfit him for duty, has much improved of late. He states that he will be at his post in

perfect health again soon. The Vienna Orchestra left yesterday afternoon for San Francisco over the Louis-ville division of the Pennsylvania lines, the Louisville & Nashville and the Southern Pacific route. They have a special car for

baggage and one to carry the troupe. Southern lines are becoming more lenient in the matter of reducing passenger rates, and, taking effect Feb. 8, half-fare rates from Northern points for points in Kentucky, Alabama, Mississippi, Tennessee and Georgia will be given by Northern lines for

twenty days.

The passenger earnings of the Louisville, New Albany & Chicago for the six months ending Dec. 31, 1893, were \$819,748, an increase over the corresponding six months of 1892 of \$389,553. The freight earnings for the same period were \$918,288, a decrease this year of \$317,604.

Fred Wild, jr., appointed general freight agent of the Union Pacific, Denver & Gulf some weeks ago, has also been appointed acting general passenger agent, and J. D. Hollister, formerly general claimant of the Missouri, Kansas & Texas, takes the same position on the U. P., D. & G.

B. F. Mitchell has been appointed general passenger and freight agent of the Ohio Valley road, with headquarters at Evansville. Mr. Mitchell was formerly general freight agent of the Newport News & Mississippi Valley, but more recently commissioner of the Memphis freight bureau. Ticket agents report more mileage books having been sold in the last two weeks

than in both November and December of which shows that business is improving. In the last two months of 1893 the sales of mileage books were the smallest in any two months in the last ten years. The Big Four retrenchment policy has reached the engineering department. Two of the engineers of maintenance of way of the less important divisions have been dismissed, and one or two more are to go, it is stated, their positions being filled by extending the territory of those continued in

The locomotive smoke consumer invented by Harry Delaney, master mechanic of the Monon, is proving a decided success after several months' test. He has placed one of these consumers on the smoke stack of the Monon shops at New Albany, and it is Mr. Delaney.

show increased loaded car mileage in 1893 of 367,132 miles; a decrease of foreign car mileage of 52,159 miles; increased mileage of home cars 1,016,028 miles. The average increase of cars in 1893 was three cars per train, and of empties nine cars per train. The Chicago & Indiana Coal Railroad Company is doing a good work in rebuilding bridges on its line, replacing wooden structures with more permanent fron ones. In the building of this road the bridges

caused more or less trouble, which the company now proposes to remedy. Construction work on the Cleveland & Southwestern branch of the Cleveland, Lorain & Wheeling has commenced where large fills can be made as well in winter as summer. It is expected that trains will be running into Cleveland by Jan. 1, 1895, as the right of way has been secured and arrangements made with the N. Y., P. &

were not constructed on as permanent a

basis as the road proper and this has

O. to use its terminals at Cleveland. E. O. McCormick, passenger traffic manager of the Big Four, yesterday, sent the following instructionss to ticket agents of the Big Four: "Western lines having authorized a change in the final limit of midwinter fair excursion tickets to Pacific coast points, from April 30 to July 15, you limit such tickets hereafter issued; also, correct our winter tourist sheet No. Il accordingly.'

The N. Y., P. & O. division of the Erie is now receiving seventeen new locomotives from the Baldwin locomotive works, which makes a total of twenty-two these works have built in the last sixty days for this All are ten-wheel engines, are equipped with modern appliances, air brakes, signal, steam heat, extensive fronts and straight stack. Eighteen of them have sixty-eight inch driving wheels and twenty by twenty-four inch cylinders. Colonel Shaw, of the Chicago, Burlington & Quincy, was in the city yesterday. He had just returned from the gathering of passenger and freight men of the road at St. Louis. The improvements which the "Q" has made in its St. Louis terminal have cost nearly \$6,000,000. The company has in one yard there fifty- two miles of side track, several of the tracks being over two miles in length. From St. Louis to Alton, eighteen miles, it is double track and stone ballasted, the rails weighing seventy pounds to the yard. The company is about completing a very handsome suburban depot at Mound Station, and has many other improvements under contem-

### A New Certain Cure for Piles.

We do not intend to endorse any except ar ticles of genuine merit; we therefore take pleasure in recommending to sufferers from Piles in any form, a prompt and permanent cure. The following letters speak for them-

Mrs. Mary C. Tyler, of Heppner, Ore. writes: One pkg. of Pyramid Pile Cure entirely cured me of piles from which I have suffered for years, and I have never had the slightest return from them since. Mr. E. O'Brien, Rock Bluffs, Neb., says: The

pkg. of Pyramid Pile Cure entirely removed every trace of itching piles, I cannot thank The Pyramid Pile Cure is a new, certain painless cure for every form of piles. It i

#### IMPROVEMENT SLOW

Dun & Co. Cites the Bond Offer as a Satisfactory Move.

Record from Textile and Iron Manufacturers All Against Increased Prosperity for Workingmen.

NEW YORK, Jan. 19 .- R. G. Dun & Co's. weekly review of trade says: The event of the week is the offer of \$50,000,000 United States five-per-cent. ten-year bonds. The decision of the Secretary gives much satisfaction to all who care for a sound currency, because the necessities of the treasury were dangerously strengthening those who urged the issue of \$50,000,000 more silver certificates against "seignlorage," to be coined. The gold not represented by certificates has fallen below \$70,000,000, the revenue continues to fall behind that of last year about \$5,000,000 per month, and action in Congress on various financial measures is liable at any time to excite doubts whether gold payments can be maintained. Hence replenishment of the gold reserve was necessary to a restoration of confidence and a revival of business. The immediate effects were not great, though it is hoped improvement in trade and industry will be hastened.

While industrial improvement continues, the gain is slow and increase in the purchasing power of the people by enlargement of the force at work is in a measure counterbalanced by the loss in purchasing power of the people through reduction in wages paid. During the past week dispatches have told of reductions averaging 13 per cent. in fifteen iron and steel works and averaging 151/2 per cent. in eleven textile works, five employing thousands of hands, each having reduced wages 20 per cent. Meanwhile twenty-five textile and eleven iron and steel concerns resumed, wholly or in part, against seventeen textile and four iron concerns stopping or reducing force. The volume of business done has increased in leading branches, but not largely. Textile works resuming are mostly carpet and knit goods concerns, with some worsted works. Sales of wool for the week have been 3,189,500 pounds, against 6,082,300 last year, and the proportion since

Jan. 1 has been about the same. Though seven mills are at work and there is more speculative buying, prices nevertheless decline so that sales at Boston are about 1 per cent. below prices asked two weeks ago. Lowell Brussels carpets have been reduced 5 per cent. The demand for woolen goods increases, but it is very small, and is largely confined to goods of low cost, but known repute for quality, and trade in dress goods is decreasing. An amendment deferring the change of wool duties was expected by some to increase business, but did not pass. Cotton goods are weaker; Lawrence brown sheetings at 414 cents, low grade bleached at 415 cents, print cloths at 2% cents, with a dull market, American shirting prints at 3% cents, Merrimac prints at 4 cents and Lancaster and Amoskeag ginghams at 5 and 4% cents. In silk manufacture the depression is indicated by imports of raw silk for six months not a third as large as those of a year ago. Most shoe manufacturers are dong little more than half the usual business. though some are well employed, and the shipments from Boston this year thus far have been 20 per cent. less than last year to

Again there is reported business in iron and steel products, but at lower prices. Steel rails were reduced Jan. 1 to \$24 per ton, and at Pittsburg steel billets are selling at \$15.75, steel bars and tank steel at 1.2 cents, beams at 1.35, and wire rods at \$23.50. At Philadelphia consumption increases very little, and the market is all in buyers' favor. At Pittsburg Bessemer pig is quoted at \$10.75 or less, and contracts for coke are made at \$1 for six months, while some Southern foreign iron is sold at a price yielding only \$5.50 at furnace. Structural iron work is in fair demand, and there is more business in wire nails at 1.1 cents, but no improvement is seen in bar or hoop. Chicago reports increase in structural work, but lower quotations, though the Iroquois furnace is about to start. Cotton has fallen Mc, as receipts continue much larger than a year ago, and the demand for consumption is narrow. Lard and coffee are lower, but lard was advanced a cent, with large

Gain in retail distribution of products is still small. Imports at New York show for January, thus far, a decrease of more than 30 per cent., while in exports a gain of \$2,300,000, or nearly 20 per cent. appears. There is now no thought of a movement of gold, as London sends stocks hither to settle for products. The excess of exports over imports in December was \$43,000,000, but the exchanges seemed to foreshadow gold imports. Greater confidence abroad in the financial future would be of especial service in coming months. Failures for the week have been 407 in the United States against 290 last year and forty-six in Canada against forty-two last

year. For the first eleven days in January the reported liabilities of firms failing were \$3,041,225, of which \$3,069,053 were in manufacturing and \$5,346,372 in trading concerns. The number of failures about the first of the year does not necessarily indicate a bad

### Bradstreet's Trade Review.

NEW YORK, Jan. 19 .- Bradstreet's tomorrow, Jan. 20, will say: Special telegrams from many of the more important cities, based on interviews in leading lines of trade, make it plain that the improvement reported a week ago, characterized as the turn in the tide, has been retained and addmeeting the most sanguine expectation of | ed to. Exceptions are noted at some of the larger Eastern manufacturing centers. The mileage statictics of the Big Four Pittsburg is more hopeful, but, while retailfor December, 1893, as compared with 1892, ers have increased purchases, there is little gain in iron or steel. Philadelphia emphasizes further concessions in prices of wool, but there are contradictory reports as to the manufactured products. Attention is directed to the taking of iron and steel contracts by competing Western concerns at "ruinous prices." It is admitted trade in drugs, paints and glass is much improved. Cotton goods have a better tone and prints and wash fabrics are in fair sale, as are shirtings, which are reduced to 3%c. A better feeling at Buffalo is based merely on the approach to better trade, although orders for dry goods and groceries are more liberal. Receipts of cotton have continued sufficiently free to render it improbable lowest cotton estimates will prove correct, and prices have weakened accordingly. Trade conditions at Cincinnati have improved with manufacturers and jobbers in merchandise. There are gains in iron and other manufacturing lines at Detroit and at Chicago sales of dry goods, clothing and shoes have increased, travelers receiving fair orders for spring goods. A better feeling is reported at Louisville, as well as actual gains. At St. Louis demand for groceries, dry goods, shoes and hats has increased, as have orders for finished iron and steel, the latter being equal to those in any preceding Jan-Unexpectedly free receipts of wheat in the United States and a naturally heavy in-

crease in Australia surprised the trade with larger gain of available stocks than anticipated, and prices have reacted. Exports of wheat from the United States and Canada, both coasts (flour included), amount to 3,-332,000 bushels this week, 40 per cent. more than last week, and about one-tenth smaller than in the week a year ago. Increased demand for sugar yesterday advanced the price of both raw and refined 1/8c.

### GENERAL WEATHER BULLETIN.

Forecast for To-Day. WASHINGTON, Jan. 19 .- For Indiana and Illinois-Threatening weather and rain; slightly warmer; southeast winds. For Ohio-Increasing cloudiness, followed by rain; slightly warmer; southeast winds.

Local Observations. INDIANAPOLIS, Ind., Jan. 19.

Time. | Bar. Ther. | R H. | Wind. | Weather. | Prec. 7 A.M. 30.61 31 94 N'east. Pt. cloudy 0.00 7 P. M. 30.38 42 47 East. Cloudy. 0.00 Maximum temperature, 45; minimum temperature, 30. The following is a comparative statement of the temperature and precipitation, Jan. 19, 1894: Tem.

Normal..... 0.10 \*11 -0.10 Departure from normal. \*241 -1.02 Excess or deficiency since Jan 1 C. F. R. WAPPENHANS, Local Forecast Official, United States Weather

Alexander Agar, trustee of the Atlantic Savings Bank, of New York, committed suicide Thursday at his home in Brooklyn. Love Turns His Back

On slovenliness, as regards the teeth. Keep

them pure, all ye who wish to be beloved

and caressed. SOZODONT is unequaled as a means of whitening, polishing and pre-

serving them.

#### ONE ENJOYS

Both the method and results when Syrup of Figs is taken; it is pleasant and refreshing to the taste, and acts gently yet promptly on the Kidneys, Liver and Bowels, cleanses the system effectually, dispels colds, headaches and fevers and cures habitual constipation. Syrup of Figs is the only remedy of its kind ever produced, pleasing to the taste and acceptable to the stomach, prompt in its action and truly beneficial in its effects, prepared only from the most healthy and agreeable substances, its many excellent qualities commend it to all and have made it the most popular remedy known.

Syrup of Figs is for sale in 50c and \$1 bottles by all leading druggists. Any reliable druggist who may not have it on hand will procure it promptly for any one who wishes to try it. Do not accept any substitute.

CALIFORNIA FIG SYRUP CO. SAN FRANCISCO, CAL. IE. KV. NEW YORK, N.Y. LOUISVILLE, KY.

### QUEEN OF HER CLASS

The New Cruiser Montgomery Makes Over 19 Knots an Hour,

Covering the Seventy-Two Nautical Miles of Her Trial Course in Less than Four Hours.

NEW LONDON, Conn., Jan. 19.-The new cruiser Montgomery made her official trial trip to-day, and, in the words of some of the members of the official trial board, she "covered herself with glory and acquired the title of queen of her class." She made the extraordinary speed, as estimated, of nineteen knots per hour, with the tide against her going out and in her favor returning. Subjecting these figures to slight correction for a tidal change, which is likely to be in her favor, the result of the trial assures the builders of a premium of at least \$175,000 and perhaps \$250,000.

Admiral Walker, accompanied by the oth-

er members of the board, appeared on the decks of the Montgomery at 9 o'clock, and six minutes later the anchor was weighed and the big vessel started for the official course. The weather by this time was perfect and remained so for fully an hour, when a strong north wind came up. The ship was in charge of President W. T. Malster, of the Columbian iron works, of Baltimore, who built her. The government ships which were assigned to the use of officers for taking observations during the trial were stationed as follows: Dol-phin, at Saybrook range; Leiden, six miles west of Horton point; Iwanna, seven miles further west; Fortune, an equal distance west of the Iwanna; Narketa, seven and one-half miles west of the Fortune and the Vesuvius at the turning point, seven and one-half miles west of the Narketa. The course was fifty-six nautical miles, nearly due east and west on the Long Island sound, beginning at Saybrook range, about twenty-two miles from New London, and extending to a buoy off Stratford range, where the Vesuvius was stationed. The Montgomery passed the first buoy at 10:27 a, m., second at 10:47:3, third at 11:13:38, fourth at 11:38:28, fifth at 12:02:54 and sixth and last buoy, with the Vesulvus as the turning boat, at 12:27:10. The time occupied was two hours and eight seconds. The Montgomery made a long turn here, but her speed was not slackened, and at 12:49:31 she passed the Vesuvius on her return to anchorage. The return was made in quicker time than the outward passage, and the Dolphin, off which the start was made, was passed at 2:38.27. The entire actual time occupied in running the seventy-two miles of the course was three hours and forty-five minutes, and the estimate speed attained being, as before stated, 19 knots. The vibration was so little that while the ship was moving full speed a glass of water was placed in the stern over the twin screws and not a drop was spilled It is learned to-night from an unofficial but thoroughly reliable source that, after

receiving the tidal reports from the officers of the Dolphin and Vesuvius, the trial board decided to grant an allowance to the Montgomery that will increase her speed in to-day's trial to 195-10 knots per hour.

### THE LIZZIE BORDEN TRIAL.

Attorney-General Pillsbury Intimates that the Verdict Was Wrong.

BOSTON, Jan. 17 .- In his annual report, which is made public to-day. Attorney-general Albert E. Pillsbury refers to the murder trial of Lizzie Borden:

"This case attracted the public attention to a degree unprecedented for many years, and was the subject of extended and heated discussion and comment, much of which was in the last degree ill-informed, intemperate and calculated to prejudice both the Commonwealth and the accused. There are indications that the public discussion of the matter and the resulting popular excitement affected the conduct as well as the result of the trial. The history of the case furnishes abundant evidence that reckless and undiscriminating comment publicly made on the merits of a pending judicial proceeding, of which the whole truth is rarely if ever known to the public, affects the integrity of the judicial system and is inconsistent with the proper administration of the laws. It will serve to awaken the attention of the courts, in whose hands is the only practicable remedy, to the necessity of protecting themselves, so far as possible, against exterior influences calculated to pervert the course of justice, which are as likely to be invoked in behalf of the guilty as of the innocent, and which, if they protect a victim of mistaken accusation today, may destroy another to-morrow. "The experience of this case has led to the suggestion that it may become expedient to provide for a right of exception by the Commonwealth in criminal cases. It has been doubted whether this can be done consistently with the rule that a person shall not twice be put in jeopardy for the same offense. But there is no such prohibition in our Constitution, and the provision of the Constitution of the United States to this effect does not apply to the States. I necessity of so important and radical a change in our criminal procedure, especially as I doubt if it would prove to be of practical value, though there is some reason to believe that the criminal law may be warped out of the right line by the marked and perhaps natural inclination to rule doubtful points in a capital trial, however important, in favor of the accused.

# DELICATE WOMEN

Or Debilitated Women, should use BRADFIELD'S FEMALE REGULATOR.

Every ingredient possesses superb Tonic properties and exerts a wonderful influence in toning up and strengthening her system, by driving through the proper channels all impurities. Health and strength guaranteed to result from its use. "My wife, who was bedridden for eigh. teen months, after using Bradfield's Female Regulator for two months is getting well."

J. M. JOHNSON, Malvern, Ark. BRADFIELD REGULATOR Co., Atlanta, Ga. Sold by Druggists at \$1.00 per bottle.



# STEAM

ELECTRIC POWER



Now in use by many of the leading manufactories. O. R. OLSEN, Manufacturer. INDIANAPOLIS. IND.

ASK FOR

CIGAR. ¢ CIGAR IN THE MARKET JNO. RAUCH. MFR. RAILWAY TIME-TABLES.

Indianapolis Union Station. Trains Run by Central Time. TICKET OFFICES at Station and at corner Illinois and

Washington Streets.
TRAINS RUN AS FOLLOWS:
\*Daily. †Daily, except Sunday.
FROM INDIANAPOLIS TO LEAVE ARRIVE Columbus, i.e.d. and Louisville \*3.35 am \*11.00 am Philadelphia and New York \*4.50 am \*10.15 pm Baltimore and washington. \*4.50 am \*10.15 pm Dayton and springheld. \*4.50 am \*10.15 pm Martiasville and Vincennes \*7.45 am \*5.05 pm Richmona and Columbus, O. †8.00 am \*13.20 pm Madison and Louisville. \*18.05 am \*5.50 pm Logansport and Chicago \*11.25 am \*5.05 pm Dayton and Springheld. \*5.00 pm \*12.45 pm Columbus, Ind., and Louisville. \*1.45 am \*9.00 am Philadelphia and New York. \*3.00 pm \*12.45 pm Raiginstown and Richmond. \*14.00 pm \*12.45 pm Raiginstown and Richmond. \*14.00 pm \*18.50 am North Veinon and Madison. \*14.00 pm \*10.15 am Mardinsville and Vincennes. \*14.00 pm \*10.15 am Pittsburg and East. \*5.10 pm \*11.45 am Pittsburg and East. \*5.10 pm \*11.45 am Pittsburg and East. \*5.10 pm \*11.40 am Logansport and Chicago. \*11.20 pm \*3.25 am \*3.25 am

Trains leave for St. Louis 7:30 a. m., 11:50 at Terre Haute for E. & T. H. points Evansville sleeper on 11:20 p. m. train. Trains arrive from St. Louis 3:35 a. m., 4:40 a. m., 2:50 p. m., 5 p. m., 7:40 p. m. Terre Haute and Greencastle accommodation arrives at 10:00 a. m. and leaves at Sleeping and Parlor Cars are run on through trains. Dining Cars on trains 29

Best Line to Cincinnati. For any information call at City Ticket Office, corner Illinois street and Kentucky avenue Trains arrive and depart from Union Station as follows: Cincinnati Express. \*1:00 am \*10:55 pm Cin., Toledo and Detroit. Cin., Dayton and Detroit .... 110:50 am 17:40 pm \*11.50 am

Cin. Vestibule Limited ... Cin., Toledo and Detroit. .. 16:30 pm †9:20 am \*Daily. †Daily, except Sunday.

Don't pay money for Water! A SOLID Extract of Beef is more Eco-NOMICAL than a liquid, for the reason that it is concentrated, and housekeepers will find it much cheaver to BUY

Liebig COMPANY'S Extract of Beef, solid, concentrated extract, free from fat and gelatine or any foreign sub-stance and dissoive it themselves.

clieby on the jar in blue.

FUNERAL DIRECTORS,

125 North Delaware St. TELEPHONE 564.

LONG-Mrs. Margaret Long, at her residence, 202 East Market street, Friday, Jan. 19, 1894. Funeral Monday, Jan. 22, at LOWES-Elizabeth, at her residence, No. 386 North Delaware street, at 9:45 p. m., Jan. 19, 1894, in her seventy-third year. Funeral notice later.

WOOL MARKETS FUNERAL NOTICE, FUNERAL MASONIC-Capital City Lodge, No. 312, A. F. and A. M. Brethren are requested to meet at lodge hall Sunday afternoon, at 1 p. m. sharp, to attend the

funeral of Brother William Kitzmiller. W. W. THICKSTEN, W. M. TOM ODDY, Secy. K. OF P.-Members of Indianapolis Lodge, No. 56, are hereby notified to meet at Castle Hall (Journal Building) on Sunday, Jan. 21, at 1 o'clock, sharp, to attend the funeral of our late brother, William Kitzmiller. Members of sister lodges invited

to attend. W. S. BUDD, C. C. Attest: GEO T. BRUENIG, K. of R. S.

LOST-Yellow, black and white St. Bernard pup. Reward if returned to 21 Hall place.

WANTED-AGENTS.

WANTED-Salesmen wanted to carry finest side line on earth. ELGIN CIGAR FACTORY, Lynchburg, Va. WANTED-Three times as much made by canvassers as by either building and loan or life insurance agents. Indiana Loan and Security Company, 64 East Market street, Indianapolis. WANTED-A salesman, \$20 to \$50 weekly

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